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FOREIGN DOCUMENTS OR RADIO BROADCASTS

## REPORT

CD NO.

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COUNTRY: YUGOSLAVIA

SUBJECT Economic - Transportation

HOW PUBLISHED Daily newspapers

WHERE PUBLISHED Belgrade

DATE PUBLISHED 19, 23 May 1949

LANGUAGE Serbo-Croatian

DATE OF INFORMATION 1949

DATE DIST. 7 Jul 1949

NO. OF PAGES 2

SUPPLEMENT TO  
REPORT NO.

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NEW RAILROAD NEARS COMPLETION;  
COTTON DISTRICT TO GET CONNECTIONS

76-KILOMETER LINE SOON TO OPEN -- Rad, No 121, 23 May 49

The construction of the 76-kilometer standard-gauge Sabac-Zvornik railroad line through western Serbia and eastern Bosnia will soon be completed. Work was started in September 1948 by volunteers from the People's Front and the Yugoslav Army.

The building of the line was not provided for in the Five-Year Plan, and no machinery was available. Nevertheless, work continued in primitive fashion through the winter. Dynamite was used to break up frozen ground. Water for mixing concrete was heated in iron tubs. Embankments 8 meters high were built.

The roadbed from Sabac to Koviljaca was completed by the first of the year. As soon as the tracks are laid, this section of the line will be entirely finished.

In February, work was begun on the most complicated section of the line. About 80 projects, including four tunnels and several cuts, had to be built in a 17-kilometer stretch. Most of this section was completed by 1 May.

The new railroad line will take over the transport of lumber and ore from trucks and will carry foodstuffs for the backward districts of Bosnia from the Macva and Serbia. The line will speed the construction of the great hydroelectric power plant on the Drina at Zvornik and consequently will hasten the electrification of most of the surrounding territory. After the power plant is completed, an electric railroad and many other industrial installations will be added.

NEW ROAD TO AID DEVELOPMENT --- Borba, No 118, 19 May 49

The standard-gauge Kumanovo-Stip railroad line, under construction since May 1948, will connect the fertile Ovce Polje with the Skoplje-Belgrade and the Titov Veles-Stip railroad lines. The construction of the new railroad will greatly facilitate the economic development of this polje, in which 7,600 hectares in Sveti Nikola Srez alone were planted in cotton this year.

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Last year a shortage of skilled and unskilled manpower prevented the fulfillment of the construction plan for the rail line. This year the deficiencies in the 1948 plan must be made up and the 1949 plan fulfilled on schedule.

The earthwork has been completed on the 10-kilometer first section. The embankment, two underpasses, and a large retaining wall have been finished. One of the longest tunnels has been cut on the sixth section, while four tunnels have been cut on the seventh section.

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